

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
July 9, 2008
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair	Brent Stoddard for Christopher Brady, Mesa
Rich Dlugas for Mark Pentz, Chandler	Jim Bacon, Paradise Valley
# George Hoffman, Apache Junction	Carl Swenson, Peoria
David Johnson for Jeanine Guy, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	John Kross, Queen Creek
Wayne Anderson for Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Spencer Isom for B.J. Cornwall, El Mirage	John Little, Scottsdale
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	# Michael Celaya for Randy Oliver, Surprise
Rick Davis, Fountain Hills	Charlie Meyer, Tempe
* Gila Bend	Chris Hagen for Reyes Medrano, Tolleson
* Joseph Manuel, Gila River Indian Community	* Gary Edwards, Wickenburg
George Pettit, Gilbert	Lloyce Robinson, Youngtown
Ed Beasley, Glendale	Arnold Burnham for Victor Mendez, ADOT
* John Fischbach, Goodyear	Kenny Harris for David Smith, Maricopa County
* RoseMary Arellano, Guadalupe	Bryan Jungwirth for David Boggs, Valley Metro/RPTA
Darryl Crossman, Litchfield Park	

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Charlie McClendon at 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. George Hoffman and Michael Celaya joined the meeting by teleconference.

Chair McClendon introduced Carl Swenson, the new City Manager of Peoria, and Rick Davis, the new Town Manager of Fountain Hills.

Chair McClendon noted materials at each place: the revised agenda and revised material for agenda items #5E and #5G that were previously emailed to members.

Chair McClendon announced that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair McClendon stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair McClendon noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations.

Chair McClendon recognized public comment cards from Dianne Barker, who noted that this was a high ozone day and people could reduce ozone by riding a bicycle, taking the bus, or walking. She expressed her thanks for the transit tickets she had received for coming to the meeting on the bus. Ms. Barker said that *The Arizona Republic* newspaper article the other day noted that the transportation reduction plan for employers is not mandatory, it is voluntary. She said that the United States and 17 other countries signed the Kyoto Agreement to reduce greenhouse gases, but the environmentalists say it is too little, too late. Ms. Barker said that she has a call to conscience and wants to do her part for the environment. Ms. Barker stated that everyone is a contributor and asked members if they wanted to be a part of the problem or a part of the solution. Chair McClendon thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, stated that a significant milestone will be reached on July 15, 2008, when ADOT will celebrate the completion of the Proposition 300 freeway system that remained after the removal of the South Mountain and Paradise Freeways, and Grand Avenue improvements. Mr. Smith stated that many Think Tanks comment that the cities are fragmented, but that is not evident for the Regional Freeway System where they have worked well together. Mr. Smith stated that in 1984, the Outer Loop Financing Task Force, consisting of Scottsdale Councilmember Billie Gentry, Maricopa County Supervisors Tom Freestone and Fred Koory, Goodyear Mayor Chauncey Coor, and Phoenix Mayor Terry Goddard, started the process for the completion of the Outer Loop. He said that they used existing 15 percent funds from the gas tax and proposed issuing \$300 million in general obligation bonds.

Mr. Smith stated that the business community then suggested a sales tax. In July 1985, the Regional Council approved the final elements for the Proposition 300 freeway system. In 1992, when Mesa Mayor Peggy Rubach was MAG Chair, the Regional Council took 50 percent of MAG's federal funds stated for local needs and allocated them to the state highway system. Mr. Smith reported that in June 1992, the Legislature gave MAG the authority over priorities and material cost changes. In 1996, when Glendale Mayor Elaine Scruggs was MAG Chair, the Regional Council reprioritized and accelerated projects, returned elements to the freeway

system, such as the Red Mountain, and provided a completion date of 2014. Mr. Smith stated that in 1998, when Tempe Mayor Neil Giuliano was Chair, MAG received its fair share of federal funds from ADOT and the completion date was moved up to 2007. He said that an article in the *Business Journal* anniversary edition said that the most significant business story from 1985 to 2005 was not the Palo Verde Nuclear Plant, and not the Groundwater Act, but the Regional Freeway System.

Mr. Smith expressed his thanks to the MAG elected officials who worked on this effort: former Chandler Mayor Jim Patterson, former Phoenix Councilman Ken O'Dell, and former Glendale Mayor George Renner; and to former and current MAG staff: Jack DeBolske, Roger Herzog, Eric Anderson, and Terry Johnson. Mr. Smith commented that this was the most significant economic development effort in this state and was accomplished by cities that worked together. Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K were on the consent agenda. Chair McClendon reviewed the public comment guidelines for the consent agenda. He noted that no public comment cards had been received.

Chair McClendon asked if any member of the committee had questions or a request to have a presentation on any consent agenda item.

Mr. Meyer requested that agenda item #5C be removed from the consent agenda.

Mr. Pettit said that he had a question on agenda item #5E. He asked the genesis and process for developing Table C. Eileen Yazzie, MAG Transportation Program Manager, explained that agenda item #5D includes changes to the FY 2008-2012 MAG Transportation Improvement Program, and agenda item #5F is the New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program that was done in June. She stated that on June 30, 2008, Maricopa County requested the addition of a project. Ms. Yazzie explained that because the conformity process had already been completed, in order to not jeopardize the Finding of Conformity, staff felt it was in the best interest to add the County project to agenda item #5E, which includes an amendment to the TIP. She noted that there would be no impact to the Conformity Analysis, and the project is locally funded at this time.

Mr. Pettit moved to recommend approval of consent agenda items #5A, #5B, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Mr. Crossman seconded, and the motion carried unanimously.

5A. Approval of June 11, 2008, Meeting Minutes

The Management Committee, by consent, approved the June 11, 2008, meeting minutes.

5B. Enhancement Peer Review Group Round 16 Recommendations

The Management Committee, by consent, recommended that the ranked applications from the MAG Enhancement Peer Review Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee.

The Enhancement Peer Review Group, formerly the Enhancement Funds Working Group that was formed by the MAG Regional Council in April 1993, reviews and recommends a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, seven applications for local funds were received totaling \$3,500,000 with approximately \$8 million available statewide. Three applications for state funds were received totaling \$2,999,957 with approximately \$5 million available statewide. The Enhancement Peer Review Group recommended that the attached ranked applications be forwarded to the Arizona Department of Transportation for consideration by the TERC.

5D. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and Material Cost, Scope, and Schedule Changes to the ADOT Program as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by Regional Council on July 25, 2007, and have been amended and modified in October 2007, and January, February, and April 2008. Rather than producing a new TIP for FY 2009, the FY 2008-2012 TIP is being amended and modified. The proposed amendment and administrative modification to the FY 2008-2012 TIP is divided into the Highway Section - Table A, and Transit Section - Table B. A new Finding of Conformity for the FY 2008-2012 MAG TIP and RTP 2007 Update, as amended, is included as a separate agenda item. In addition, Table A includes a column annotating the ADOT projects that are Material Cost, Scope, or Schedule Changes to the ADOT Program. The Transportation Review Committee recommended approval.

5E. Federal Fiscal Year 2008 MAG Final Closeout and Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of the FFY 2008 MAG Final Closeout, and recommended amending/modifying the FY 2008-2012 MAG TIP to allow the projects to proceed. Since the Regional Council approved the FFY 2008 MAG Interim Closeout, there has been an additional project requesting to be deferred, LPK08-801: Litchfield Park paving unpaved alleys, which is found in Table A. With this new deferral, the funding amount available for Closeout increases from \$14.7 million to \$15.05 million. The identification of these additional funds for Closeout indicates that the first project in the rank ordered Contingency List, VMR08-809T: Valley Metro Rail reimbursement for construction activities for the Central Phoenix/East Valley (METRO) light rail transit project in the amount of \$326,150, can be funded. For administrative purposes, the funds from VMR08-809T will be programmed into the VMR08-808T, which is the Valley Metro Rail \$5,291,850 reimbursement project for construction activities for the Central Phoenix/East Valley (METRO). This is annotated in Table B. Since a recommendation by the Transportation Review Committee and the mailout of the July 9, 2008, MAG Management Committee agenda, Maricopa County requested that an Intelligent Transportation Systems (ITS) project located in western Maricopa County be added to the FY 2008-2012 MAG TIP. This is reflected in Table C.

5F. New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as Amended

The Management Committee, by consent, recommended approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended. On July 25, 2007, the MAG Regional Council approved the Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that includes changes to Arizona Department of Transportation projects, changes to Arterial Life Cycle Program projects in Gilbert, Maricopa County, Mesa, Peoria, and Scottsdale, and changes to Queen Creek projects. The conformity assessment on the proposed amendment, which includes a regional emissions analysis, concludes that the TIP and Regional Transportation Plan 2007 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On June 20, 2008, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2007 Update. Any comments on the conformity assessment and amendment were requested by July 22, 2008.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed administrative modification includes the deferral of a Litchfield Park alley paving project from FY 2008 to FY 2009, as part of the Final Closeout of the Federal FY 2008 MAG Federally Funded Program. The administrative modification includes a minor project revision that does not require a conformity determination. In addition, MAG is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program. Since the mailout of the July 9, 2008, MAG Management Committee agenda, Maricopa County requested that an Intelligent Transportation Systems (ITS) project located in western Maricopa County be added to the FY 2008-2012 MAG TIP. The project may be categorized as exempt from a conformity determination. Comments on the conformity assessments were requested by July 18, 2008. This item was on the agenda for consultation.

5H. Building Bridges Report on Housing and Transportation Conference

The Management Committee, by consent, recommended approval of the Building Bridges report. On April 8, 2008, nearly 300 people attended the MAG 2008 Conference on Housing and Transportation Human Services Coordination. This event featured best practices and strategies to improve coordination in order to create more sustainable communities. This report highlights the strategies chosen by conference participants, local leaders and national experts as having the most potential for success in this region. The MAG Building Codes Committee received the report and offered feedback that was incorporated into the report. The MAG Human Services Technical Committee recommended approval of the report.

5I. Draft MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Cave Creek Water Reclamation Facility. The Town of Cave Creek requested that MAG amend the 208 Water Quality Management Plan to include the Cave Creek Water Reclamation Facility with an ultimate capacity of 2.25 million gallons per day. Reclaimed water from the facility would be disposed of through reuse and Arizona Pollutant Discharge Elimination System Permit discharge points to the Galloway Wash and Cave Creek Wash. The existing Cave Creek Wastewater Treatment Plant would be decommissioned once the new facility is operational. The project is located within three miles of the Town of Carefree, City of Phoenix, City of Scottsdale, and unincorporated Maricopa County, and all have indicated no objections. A public hearing on the draft amendment was conducted on June 23, 2008. Following the hearing, the MAG Water Quality Advisory Committee unanimously recommended approval of the Draft 208 Plan Amendment.

5J. Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the Virginia G. Piper Charitable Trust for the MAG Transportation Ambassador Program

The Management Committee, by consent, recommended approval to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept funding from the Virginia G. Piper Charitable Trust for the MAG Transportation Ambassador Program. On June 25, 2008, MAG was notified that the Virginia G. Piper Charitable Trust will grant MAG \$20,000 to support the implementation of the MAG Transportation Ambassador Program that was included in the FY 2009 MAG Unified Planning Work Program. It is necessary to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept these funds.

5K. Amendment to the MAG FY 2009 MAG Unified Planning Work Program and Annual Budget to Provide Funding to ASU for a Light Rail Economic Impact Study

The Management Committee, by consent, recommended approval to amend the MAG FY 2009 MAG Unified Planning Work Program and Annual Budget to hire the School of Planning at Arizona State University (ASU) to provide a Light Rail Economic Impact Study at a cost of \$24,852.10. Light rail is one of the largest single infrastructure investments the Phoenix metropolitan area has ever made. Its impacts on the economy are of great interest to the cities, businesses and citizens it affects. To understand these impacts, MAG is proposing to hire the School of Planning at Arizona State University (ASU) at a cost of \$24,852.10. MAG approached the School of Planning and the Department of Finance and Real Estate at ASU as well as the University of North Texas, all of whom have expertise in economic impact studies. Only the School of Planning at ASU responded positively to the request for further information. ASU students, under direction from the faculty of the School of Planning, would collect the data required. Faculty would analyze it and provide advice to MAG. MAG federal funds would be used for this purpose.

5C. Consultant Selection for Phase II of the MAG Commuter Rail Strategic Planning Consulting Services Project: Grand Avenue Commuter Rail Corridor Development Plan

This item was removed from the Consent Agenda.

Kevin Wallace, MAG Transit Planning Project Manager, reported that the MAG Regional Council accepted the Commuter Rail Strategic Plan in April 2008. The Plan identified 12 action steps to be implemented over the next several years, and the Regional Council directed that staff proceed with the first four action steps. Mr. Wallace stated that action step #2 calls for coordination with Union Pacific (UP) Railroad. He noted that MAG deferred planning and coordination with UP to ADOT until a preferred route is identified. Mr. Wallace stated that after this, MAG will be able to do more of this type of work.

Mr. Wallace stated that action step #3 calls for planning and coordination with the Burlington Northern Santa Fe (BNSF) Railroad. He stated that the consultant recommended by this agenda item would prepare a plan for this specific corridor. Mr. Wallace noted that the idea of this project is to develop a phased implementation plan along the Grand Avenue corridor. They will be looking at implementing different levels of service over time, extending corridors, traffic safety, freight rail, station locations, capital and operating requirements, and identifying costs to implement service. Chair McClendon thanked Mr. Wallace for his report and asked members if they had questions.

Mr. Stoddard commented that the UP line was to be done as a part of the State Transportation Plan. He asked if MAG would take up the UP line if this was not enacted. Mr. Wallace replied that they are looking at it that way right now. Once ADOT has a recommendation on the route, they expect to do more of these types of studies in the future. Mr. Wallace added that this is the one study that MAG could work on at this time.

Mr. Meyer expressed that the City of Tempe had no issue with this agenda item and was supportive of it. He urged that a focus on the other portion of the overall commuter rail study be continued. Mr. Meyer stated that the UP line is of particular interest in the East Valley and they would like to see it move forward in some form. Mr. Meyer moved to recommend approval of the selection of URS Corporation to develop the Grand Avenue Commuter Rail Corridor Development Plan for an amount not to exceed \$600,000. Mr. Swenson seconded, and the motion carried unanimously.

6. Proposition 400 Noise Mitigation Funding

Eric Anderson, MAG Transportation Director, stated that in 2003, the Transportation Policy Committee and Regional Council set aside \$75 million of Proposition 400 funds for additional noise mitigation in residential areas adjacent to freeways. He noted that approximately \$55 million of the \$75 million was set aside for rubberized asphalt, and the remaining \$20 million was targeted for other noise mitigation. Mr. Anderson stated that in 2007, the Transportation Policy Committee instructed that MAG issue a solicitation of projects that might utilize the remaining \$20 million of noise mitigation funds. He noted that because ADOT is required to provide noise mitigation in areas that receive roadway improvements, the focus of the Proposition 400 funds was areas with no planned improvements or improvements a number of

years in the future. Mr. Anderson noted that the section of I-10 west of the Deck Park Tunnel is a good example of an area with no planned improvements.

Mr. Anderson noted that the Proposition 400 noise mitigation funds would also provide added funding for projects that exceed the ADOT cost effectiveness threshold, which was established at \$43,000 per affected property in 2005. He noted that the Transportation Policy Committee thought the program should look beyond that.

Mr. Anderson stated that in response to the solicitation for projects that could utilize the Proposition 400 noise mitigation funds, eleven projects were received by MAG. He stated that the ADOT consultant conducted noise measurements that were provided to the TPC, which then directed that ADOT conduct further analyses, taking into account concerns expressed about the time of day the measurements would be taken and future traffic volumes impacting the noise levels. He noted that the Federal Highway Administration guidelines say that measurements must be taken at the time of day of the highest noise levels.

Mr. Anderson stated that the study found that all of the sites studied were within one dBA for the 64 dBA noise threshold with most of the sites projected to exceed the threshold. He explained that the ADOT noise policy threshold is 64 dBA, and any time noise is above at or above that level it triggers noise mitigation at ADOT. Mr. Anderson stated that 64dBA is different if a project is a federal project. He stated that the federal government does not allow rubberized asphalt as noise mitigation because the Federal Highway Administration says its life cycle used in calculations is unknown. Mr. Anderson stated that the ADOT analysis assumed the projects are state funded. He noted that the noise levels in the report would all exceed 64dBA. Mr. Anderson explained that the Cactus Road and Loop 101 project came in at 63 dBA, but when the four dBA are added back in, the project would be at 67 dBA. Mr. Anderson commented that there is a lot of science behind noise mitigation, as well as policy. He added that these are Proposition 400 funds and the region can decide how to spend the money, as long as the decisions stay within the parameters of the legislation.

Mr. Anderson noted the eleven locations that were analyzed: in Phoenix at I-17 and Camelback, on I-10 from 7th Avenue to 15th Avenue, at Loop 101 and 51st Avenue, at Loop 101 and 7th Street, and at SR-51 and Greenway Road; in Scottsdale at Loop 101 and 90th Street and at Loop 101 and Cactus; in Peoria, on Loop 101 from Peoria to Grand Avenue, on Loop 101 from Olive to Peoria, and on Loop 101 from Northern to Olive; and in unincorporated Maricopa County on Loop 303 from Deer Valley to north of Robertson Drive.

Mr. Anderson stated that the cost to construct all 11 noise barriers is estimated to be \$15.6 million, which is within the available funding. He added that there may be surplus funds that could be used toward other mitigation projects, such as the south side of I-10 from 7th Avenue to 15th Avenue.

Mr. Anderson displayed photographs of the areas that would receive noise mitigation. He noted that some have no barriers at all or barriers of insufficient height to be effective against noise. Chair McClendon thanked Mr. Anderson for his report.

Chair McClendon recognized public comment from Steve Dreiseszun, representing the F. Q. Story Historic District in Phoenix. He noted that mitigation project on I-10 from 7th Avenue to 15th Avenue runs through his neighborhood and is included in the list of 11 projects that were submitted for Proposition 400 noise mitigation funds. Mr. Dreiseszun stated that he is a 33-year resident of the neighborhood, which predates I-10 and the Inner Loop. He reported that estimates say that 260,000 vehicles travel daily on I-10 through his neighborhood, 24,000 of which are heavy trucks. Mr. Dreiseszun pointed out that the noise wall diminishing at 15th Avenue is a design flaw his neighborhood has lived with since 1990. He expressed that the neighborhood is pleased that noise mitigation for their neighborhood was addressed in Proposition 400, and he feels that it is important to consider neighborhoods and the people who reside in them. Mr. Dreiseszun urged the Management Committee to support approval of this item; it is long past due. He expressed his thanks to MAG staff on this effort, especially Eric Anderson. Chair McClendon thanked Mr. Dreiseszun for his comments.

Mr. Pettit moved to recommend approval that noise barriers be constructed at the 11 sites identified using the Proposition 400 noise mitigation funding. Mr. Crossman seconded. Before a vote was taken, Chair McClendon asked the Committee if they had questions or comments.

Mr. Little stated that once the barriers are built, the dynamics change and new sound could be created in new places. He asked if the analysis did any projections on that. Mr. Anderson replied that the consultant's analysis did project a reduction of noise volume in those locations, but did not analyze if noise mitigated at one place would bounce to another. He added that he was not sure such an analysis could be done. Mr. Anderson advised that once the barriers are in place any noise issues that could arise would need to be looked at.

With no further discussion, the vote on the motion passed unanimously.

7. Use of I-10 for High Capacity Transit

Rick Simonetta, Chief Executive Officer for METRO, presented a report on the 20-mile light rail project and on the I-10 west project. He began with an update on the 20-mile light rail starter system. He stated that the project is on schedule to open in late December 2008 and is on budget. Mr. Simonetta noted that construction is 90 percent complete and all of the track is in place. He added that all 50 of the vehicles have arrived in Phoenix, with final assembly needed on about seven or eight vehicles.

Mr. Simonetta stated that light rail schedule will mirror the bus schedule. Mr. Simonetta noted that because light rail operates on city streets, it will travel at the posted speed limits. He explained light rail will respond to the broader need for transit options, such as Arizona State University students to travel between the Tempe and downtown Phoenix campuses, and opportunities for lunchtime trips and errands.

Mr. Simonetta stated that light rail has the same fares and passes as the bus system. He noted that a light rail/bus pass may be upgraded to express or rapid buses by paying the difference. Mr. Simonetta showed how tickets may be purchased from the ticket vending machines. He displayed a photo of one of the 28 shaded light rail stations and noted that they will be adding greenery on the platforms. Mr. Simonetta stated that in the summer of 2008, the training of 60

light rail operators will begin, line sections two and three will be completed, and the system will be tested in downtown Phoenix, Tempe and Mesa. Mr. Simonetta announced that the first train will operate in downtown Phoenix on July 10th under its own speed.

Mr. Simonetta stated that the public safety campaign is a very important component of the light rail project, and information will be disseminated through television, local newspapers, print, email, and newsletters. He noted that construction on the 20-mile light rail system will be complete in Fall 2008. Mr. Simonetta stated that the project will culminate in a grand opening weekend, December 27 to 28, 2008, and the first day of passenger service will be on December 29, 2008.

Mr. Simonetta then presented a report on the I-10 West Alternatives Analysis, which has been ongoing for one year, with participation by ADOT, the City of Phoenix, RPTA, and MAG. He displayed a map of the 57-mile high capacity transit system that is included in the Regional Transportation Plan (RTP). He noted that the extension of the I-10 west corridor is programmed for completion in 2019.

Mr. Simonetta stated that travel demand in this corridor is expected to increase from 250,000 to 500,000 people trips per day. He noted that new freeway lanes are programmed with a 2012 completion, but even with these lanes, travel times are still expected to increase by 35 percent. He stated that high capacity transit in dedicated lanes will allow faster and more predictable travel times than automobiles.

Mr. Simonetta stated that the Environmental Impact Statement done for the federal government in 1978, included preservation of a 50-foot median for future mass transit, from 91st Avenue to Buckeye Road, with the technology to be defined in the future. He noted that a 2006 METRO study confirmed that the optimal location for high capacity transit was in the median.

Mr. Simonetta stated that they have concluded Tier One of the Alternatives Analysis, which includes scoping and community input, and a fatal flaw analysis. He stated that the Phoenix City Council and the METRO Board have taken action to preserve the I-10 freeway right-of-way west of I-17 for high capacity transit improvements.

Mr. Simonetta stated that with the completion of Tier One, they are moving into Tier Two, which will define alternatives in greater detail, such as technology and station locations, taking into consideration various activity centers along this corridor.

Mr. Simonetta said that an alignment along I-10 is supported because it is consistent with the original I-10 Environmental Impact Statement, it is consistent with the Regional Transportation Plan approved by voters in 2004, it best addresses the need for improved mobility, it provides the best speed, capacity and reliability, and it minimizes right-of-way acquisition, street construction, and utility relocation. Mr. Simonetta stated that a lot of work remains to be done in Tier Two to define the downtown route options and connect to downtown Phoenix and serve the State Capitol. Mr. Simonetta stated that technologies under consideration include light rail, bus rapid transit, and local/express bus.

Mr. Simonetta stated that the recommendation that went to the Phoenix City Council and the METRO Board was that an early decision was needed to maximize coordination with ADOT's I-10 widening and to support the I-10 freeway right-of-way west of I-17 for high capacity transit improvements. Chair McClendon thanked Mr. Simonetta for his report and asked the Committee if they had comments or questions.

Mr. Fairbanks stated that the City of Phoenix considered the possibility of rail along Thomas Road, McDowell Road and Indian School Road. He noted that placing rail along these streets would offer significant economic benefits, and added that some sections along these streets could use that benefit. Mr. Fairbanks stated that in the end, Phoenix supported the I-10 alignment for regional reasons because it is the route that moves the most people at the highest speed. He commented that it might be more beneficial to the City of Phoenix to run rail along local streets, but it supported the I-10 route because it is so heavily used, and with the construction of park and ride lots, a tremendous amount of people can be moved off I-10 and moved more quickly and rapidly. Mr. Fairbanks stated that from a regional perspective, the City of Phoenix endorsed this alignment as the best regional solution to move people. He noted that what is funded on this route is a match for federal government funding, and without that funding they could not build the entire route. Mr. Fairbanks stated that federal criteria are extremely difficult, and this route will maximize the federal evaluation of the project and facilitate federal funding of the project.

Mr. Simonetta stated that they are also trying to be aggressive with the Federal Transit Administration. He indicated that they will do everything they can to get an overmatch. Mr. Simonetta stated that the City of Phoenix is paying 100 percent local funding for the northwest extension, and they will have the ability to use the local match as overmatch for federal funding on another project. He added that they feel this alternative has the highest qualifications for federal approval.

Mr. Meyer suggested considering an economic impact analysis as we look west to see if there is a significant difference between locating rail along freeway right-of-way and connecting with park and ride lots, versus locating rail along city streets.

With no further discussion, Mr. Fairbanks moved to recommend adoption of the I-10 Freeway Right of Way, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements. Mr. Pettit seconded, and the motion carried unanimously.

8. Radio Public Service Announcement for the MAG Youth Empowerment Project

Amy St. Peter, MAG Human Services Manager, provided an update to the Management Committee on the MAG Youth Empowerment Project. She said that the purpose of the presentation was to request the cities' assistance in promoting the latest public service announcement (PSA) created by teens about dating violence.

Ms. St. Peter stated that the Youth Empowerment Project was implemented in FY 2007 as an intervention tool to help teens end dating violence. The impetus for the project was teens, through regional focus groups, saying that they did not feel safe. She noted that the MAG

Domestic Violence Council and the MAG Human Services Coordinating Committee partnered to launch the Youth Empowerment Project.

Ms. St. Peter noted that the main facets to the project are a Web site and an annual PSA competition, which are supported with an Innovative grant from the Governor's Office, Division for Women. She remarked that the Web site features testimonials by teens, information about resources, and the winning PSA entries. Ms. St. Peter noted that the site has been enormously successful, and in FY 2008, had more than 11,000 unique visits. She stated that MAG staff have been contacted for assistance by teens in the region and even across the country through the Web site.

Ms. St. Peter stated that the PSA competition invites teens to craft audio and video messages that promote the Web site and ending dating violence. She noted that MAG professionally produced and distributed the winning entries, and this year, the winning radio ad was produced with teen volunteers from the Valley Youth Theater. The PSA was played for the Committee.

Ms. St. Peter requested that cities support this effort by linking their agency's Web site to the weboffriends.org Web site, providing this information to teen advisory councils, and playing the PSA on their municipal cable channel. Chair McClendon thanked Ms. St. Peter for her report and asked members if they had questions.

Mr. Beasley asked if the information had been produced in Spanish. He commented that it did not appear very diverse. Ms. St. Peter replied that some of the information on the Web site is available in Spanish, and eventually, all of the information will be translated.

9. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, first updated the Committee on the State budget. He said that the State Legislature concluded one of its lengthiest sessions on June 27, 2008, and passed the FY 2009 budget. The Governor signed the budget on the same day. Mr. Pryor stated that the final budget is \$9.9 billion, which is a reduction of nearly \$2 billion from the FY 2008 budget, and one of the highest percentage reductions in the country. Mr. Pryor advised that the budget consists of spending reductions, bonding, and fund sweeps. He added that a special session might be convened if there are further downturns in the economy. Mr. Pryor stated that the fund sweeps included about \$106 million from the HURF and state highway fund for Department of Public Safety. He advised that MAG staff is working on a budget analysis to determine the implications for the region and member agencies.

Mr. Pryor stated that another fund sweep that affects the region is \$25.08 million from the Emergency Telecommunications Fund. He stated that House Bill 2381, which would have increased the percentage allowed for administrative purposes for the state's 9-1-1 systems from three percent to five percent, did not make it through the legislature. Mr. Pryor stated that the region would have benefitted from this increase to pay personnel costs. He stated that MAG staff will work with the MAG 9-1-1 office and the MAG 9-1-1 Oversight Team on this issue. Mr. Pryor added that the costs to operate the region's Community Emergency Notification System are covered for FY 2009.

Mr. Pryor then updated the Committee on the federal budget. He stated that the Bush administration has proposed cutting spending by the Department of Transportation for FY 2009 to \$67.1 billion, which is down \$1.1 billion from 2008 levels. Mr. Pryor advised that this has been viewed unfavorably by Congress. The House Appropriations subcommittee has unanimously approved its own transportation spending bill that would provide the Department of Transportation with \$69.8 billion, which is a \$2.7 billion increase from the president's request. Mr. Pryor stated that the House proposal increases funding for public transit by \$1 billion from FY 2008 to a total of \$10.3 billion, which includes more than \$1.8 billion for new commuter transit lines and more than \$8.3 billion for bus services. The bill also sets aside \$40.2 billion for highway projects, as guaranteed by SAFETEA-LU.

Mr. Pryor also noted that the Transportation, Housing and Urban Development spending bill is expected to be finalized soon. The Appropriation Subcommittee is scheduled to mark up its bill today, with the full Appropriations Committee slated to consider it Thursday. Mr. Pryor commented that it is expected that the full committee markup will include a debate on the Highway Trust Fund and how to deal with the deficit. He stated that the FY 2009 budget is expected to stall because this is a presidential election year. Chair McClendon thanked Mr. Pryor for his report. No questions from the Committee were noted.

10. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair McClendon announced that the August 13, 2008, Management Committee meeting was canceled. He added that a cancellation notice would be mailed out.

There being no further business, the meeting adjourned at 1:00 p.m.

Secretary

Chairman